

**Official**

7/27 RM

## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Regarding: R.H. Hall & T.W. Selby  
Application No. 09/172,577 - Filing Date 10/13/1998  
For INERT GAS BLANKET FOR PROTECTION FROM OXIDATION

#26

Supplemental AF Remarks

Attention: Box AF -- Group Art Unit 3682  
Examiners Chong H. Kim and David A. Bucci JUL 27 2001

**FAX RECEIVED**

Commissioner of Patents  
Washington, D.C. 20231

**GROUP 9800**

I certify that this correspondence is facsimile-transmitted  
(703 305 7687) to the Patent and Trademark Office on 27 JUL 2001:

Christopher John Rudy: Christopher John Rudy Date: 27 JUL 2001.

Sir:

In supplement to the AF Remarks filed on July 25, 2001 in reply to the 05/02/01 Office action (Paper No. 23) as concerns the application of reference, please reconsider the application also in view of the present paper.

Submitted herewith is a flier sheet from Murray's Discount Auto Stores: FUEL WATCH. The Examiners' attention is directed to the information in the right hand column, second item from the top: PCV and Breather Filter. The flier was first observed and picked up yesterday evening, July 26th, by the undersigned. Such information corroborates the Applicants' contention, as set forth of record to especially include in the AF Remarks, that all known internal combustion engines, especially those for motor vehicles such as depicted in present FIG. 1, are vented. Note the flier's acknowledgement of the "breather" and "PCV valve," which thus acknowledges the well known, longstanding status of such engines as being vented. If the Examiners know of an internal combustion engine, especially for motor vehicles, which is not vented, this must be made of record, for example, by an Examiners' affidavit. It is submitted that they cannot. Thus, the pertinent objection and rejection for "new matter" cannot properly stand.

Also, note that the crankcase ventilation is a necessary accommodation to "blow-by gases" that enter the crankcase from bypass of pistons and rings in combustion. Without provision of a vent for the blow-by, the crankcase pressure would skyrocket; needed relief would come by blown seals, as mentioned of record.

Respectfully,

Dated: July 27, 2001 A.D.

Encls: New art w/PTO-1449

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